

would offer a 20-percent tax credit to help with the costs of moving production back to the United States.

In the last few years major manufacturers, such as Ford and Caterpillar, have brought jobs back to the United States from Japan, Mexico, and China. Why? Because we have such productive workers. There are a lot of other reasons, but that is the main reason. Smaller manufacturers, such as Master Lock, have moved facilities home as well. This is a trend we here in Congress should enthusiastically encourage—American companies returning home to employ American workers. They should get a tax break to do that. That is what this legislation does.

The Bring Jobs Home Act is a commonsense strategy to bring back American jobs. To 21 million Americans whose jobs could be the next ones to move to China or Japan, the Bring Jobs Home Act is as serious as it gets. To the 2½ million Americans whose jobs have already been offshored, the bill stands to right a terrible wrong: Bring them back and get a tax benefit for doing that.

I hope Republicans in Congress will finally see the light and join us in giving workers a fair shot at a good, stable job. On this legislation, the Bring Jobs Home Act, I know Senators on the Republican side always say they want amendments; unless they get a guarantee of amendments, they will kill the bill. On that, let me just say what I always say: We want to do something; that is, get something done. We should do what we have done on highway bills in the past, what we did recently on terrorism insurance, what we did on the Workforce Investment Act, and what we have done here for decades. We should work on a list of amendments and a path on getting the bill done. If there is going to be no list, I have no alternative but to procedurally move forward and get this matter off the floor. That would not be good for American workers. So everyone should know my answer: We need to get a list of amendments and a path for getting the bill done.

RECOGNITION OF THE MINORITY LEADER

The PRESIDING OFFICER. The Republican leader is recognized.

WORKING FOR THE MIDDLE CLASS

Mr. McCONNELL. Mr. President, later today the President will sign a bipartisan workforce training bill into law. It is commonsense legislation that will help my constituents gain new skills to become more competitive. I was proud to support it. I am glad to see that the President is going to sign it.

Unfortunately, though, bipartisan accomplishments such as this one have become increasingly rare in the Democratic-controlled Senate.

Last week President Obama took to the campaign trail to urge Congress to pass a new highway bill. He really did not need to, though; the Republican-controlled House of Representatives had already passed the highway bill

earlier in the week. In fact, it sailed through on an overwhelmingly bipartisan vote, 367 to 55. The President said he would sign it if Congress sent it to his desk. I expect the Senate will do just that in fairly short order but only if the Democrats who run the Senate can put their never-ending political campaign on hold for just a minute because rather than focus on passing bipartisan legislation, not to mention the dozens of job-creation bills the House has already sent over to us, the Democratic majority seems to spend all of its time on bills designed primarily to create jobs for campaign consultants.

We got an especially vivid glimpse of this earlier this year when Senate Democrats admitted they were working with their campaign committee to craft a so-called agenda that was more about saving their own seats than anything else. Ever since, they have pretty much abandoned governing to use the Senate floor as a campaign studio. We saw the latest example last night when the majority brought up another recycled, designed-to-fail bill that has already been rejected by the Senate. It is a bill that is designed for campaign rhetoric and failure, not to create jobs here in the United States. That is not what it is about. But that is not stopping our friends on the other side from bringing it up yet again, just as they did right before the last election.

So, look. We have seen this movie before. Everyone knows the Democrats are simply not serious here. They specifically want the bill to fail.

What I am saying is let's just skip the campaigning and get something done for the middle class instead. Let's focus on bipartisan bills that can help families and create jobs here at home. Let's focus on things such as repealing the job-killing medical device tax and helping create energy jobs and reducing the tax burden on small businesses and restoring the 40-hour workweek and providing relief to Kentucky's coal families.

If we are going to have a debate about creating jobs here at home, then let's really have a debate about creating jobs here at home. This is not it. Senate Democrats, of course, know that. They also know all of their campaigning is getting in the way of focusing on passing bipartisan legislation—bipartisan legislation such as the highway bill.

Of course, we know the current highway bill is not perfect. Over the long term, Republicans have a lot of good ideas for reforming the highway trust fund in a more permanent way so it can be made sustainable for years to come, but for now we have to at least keep road and bridge projects moving forward in the meantime. The extension of the highway trust fund could be used to fund projects such as the resurfacing of several parkways that many Kentuckians use to commute to work, and it could be used to fund the widening of I-656 between Bowling Green

and Elizabethtown. The judge executive of Hart County Terry Martin knows this transportation safety project is important for the Commonwealth, and he notes that the expansion to six lanes would allow for a smoother and safer flow of traffic for Kentuckians.

So let's focus on scoring bipartisan wins and jobs for our constituents instead of scoring political points. If Democrats can do that, then I am confident we will get this done because the American people didn't send us to Congress to campaign 24/7. When Senate Democrats do choose to work with us, there is a lot we can get done for the people of our country.

REMEMBERING JEREMIAH DENTON

I wish to say a brief word about our former colleague Jeremiah Denton, who will be laid to rest today at Arlington National Cemetery.

Admiral Denton is best known for the extraordinary bravery he showed in 1966, when instead of playing along in a propaganda film for his captors in Vietnam, he blinked the word "torture" in Morse code to U.S. military leaders.

All told, Admiral Denton would spend 7½ years in the infamous Hanoi Hilton and other camps, enduring terrible torture and barbaric conditions throughout. Later, after earning the deep admiration of Ronald Reagan, he would enlist the future President's help as a first-time political candidate, becoming the first-elected Republican Senator from Alabama since Reconstruction.

A staunch conservative throughout his time in the Senate, Admiral Denton was a man of deep and abiding faith who had an equally deep and abiding love for his country. This was never more clear than on the day he stepped off a plane to freedom at Clark Air Base in the Philippines. Walking up to the microphone, the newly released POW said simply:

We are honored to have had the opportunity to serve our country under difficult circumstances. We are proudly grateful to our commander-in-chief and to our nation for this day. God bless America.

Admiral Denton was predeceased by his beloved wife of 61 years Kathryn Jane, and survived by their seven children: Madeleine, and Mary Beth, Jeremiah, William, Donald, James, Michael; and by his second wife Mary Belle. We send Mary Belle and the entire Denton family our sincere condolences today as Jeremiah Denton is laid to rest, and we honor the memory of this great man and distinguished former Member of this body.

RESERVATION OF LEADER TIME

The PRESIDING OFFICER. Under the previous order, the leadership time is reserved.

MORNING BUSINESS

The PRESIDING OFFICER. Under the previous order, the Senate will be in a period of morning business until

10:45 a.m., with Senators permitted to speak therein for up to 10 minutes each, with the time equally divided and controlled between the two leaders or their designees.

The Senator from Washington.

HIGHWAY TRUST FUND

Mrs. MURRAY. Mr. President, I came to the Senate floor in April to warn my colleagues of a looming crisis in the highway trust fund. I told them if Congress didn't act and the fund reached critically low levels, it would cause construction shutdowns in communities across the country. It would cost jobs and threaten our fragile economic recovery. It would hurt families who depend on safe and efficient roads and bridges.

I had hoped that we could address this issue sooner. I had hoped those of us in Congress who understand the importance of strong infrastructure investments could have come together, not just to avoid a crisis but for a long-term solution. We weren't able to do that.

But today, after 4 months of warning of this looming crisis, I am pleased to come to the floor as we work to do what should be easy but too often isn't in the Senate—to avoid a completely unnecessary and completely damaging crisis. This is a step in the right direction. As many of us here know very well, it is a step that Congress has not taken each time a crisis approached.

For far too many years, Congress has been lurching from crisis to crisis, from debt limit scares to fiscal cliffs. That dysfunction hit a peak last October with a government shutdown over a misguided attempt to block the Affordable Care Act from covering millions of families and with another Federal default scare. The lurching from crisis to crisis with constant dysfunction and uncertainty hurt workers and our families, and it shook the confidence of people across the country who expect their elected officials to work together to get things done.

But when the government shutdown finally ended last year, I sat down with House Budget Committee Chairman PAUL RYAN in a budget conference. We worked together, we compromised, and we reached a 2-year budget deal that prevented another government shutdown and rolled back devastating cuts from sequestration.

That bipartisan budget deal moved us away from these constant crises and showed the American people that we can do our jobs when we are willing to work together. I believe it showed my Republican colleagues that putting the American people through these constant artificial crises is not only bad for the country overall, it is not good for Republicans either.

Since that bipartisan budget deal, we have been able to build on that bipartisan momentum in some very important ways. I was proud to work with the junior Senator from Georgia and a

number of Democrats and Republicans on a bipartisan bill to invest in workforce training.

Our legislation passed both the House and the Senate with overwhelming bipartisan support, and this week it will officially become law. That kind of bipartisan work to help our workers and the economy wouldn't be possible if we were still in a constant crisis mode.

That is why I have been so hopeful we could avoid lurching toward yet another needless crisis—this time in our highway trust fund. The consequences of Congress failing to shore up the highway trust fund are clear. In fact, many of our States have already been bracing for a worst-case scenario. Arkansas, for example, has already put the brakes on 15 highway projects that would have widened their highways and repaired their bridges.

In Colorado, State officials are planning a project to ease congestion to give some much-needed relief to drivers between Denver and Fort Collins, but a lapse in our Federal funding could have put that project on hold.

Those are not isolated cases. Across the country more than 100,000 projects would have been at risk next year and 700,000 jobs would have been on the line if Congress failed to replenish the highway trust fund according to the Department of Transportation.

I am pleased Congress is finally coming together and working to avoid a construction shutdown this summer. Republicans in the House have pushed aside the tea party branch and passed a bill to avoid a construction shutdown this summer, with no ransom demands, no programmatic spending cuts, and no tea party policy riders.

I do support the bipartisan Senate proposal from the Finance Committee, which includes provisions to improve compliance with tax laws.

My colleague, the junior Senator from California, is right. We need pressure on Republicans to come back before the end of this Congress to work with us toward a long-term solution, but I am very pleased we are working together to get this done and avoid this unnecessary crisis that would have put jobs and our economy at risk.

This bill will be a step in the right direction, but then we need to take the next step. We need to keep this bipartisanship going, and we need to work together to find a long-term solution to the highway trust fund's revenue shortfall. That is the only way we can truly put an end to constant crises and short-term patches, and it is the only way we can give our States and businesses the certainty they need and deserve to plan projects and invest in their economies.

Once again, I am pleased we are moving toward avoiding a completely unnecessary construction shutdown, and I am pleased that the House Republicans seem to understand that it is better for them and our country to push the tea party aside and work with us—not to push us into another crisis.

I am hopeful we can build on this bipartisan effort and keep working together to create jobs, economic growth, and a fair shot and true opportunity for families across our country.

I yield the floor.

The PRESIDING OFFICER. The Senator from Tennessee.

Mr. ALEXANDER. Mr. President, while the Senator from Washington is on the floor, I think it is appropriate to note and congratulate her for her work on the Workforce Investment Act.

She and Senator ISAKSON of Georgia led the effort of Senator HARKIN, me, and others in the Senate. Senator SCOTT of South Carolina was the principal sponsor of the House-passed SKILLS Act. Senator ENZI of Wyoming had worked for a long time—and as the Republican leader said, that bill is being signed today by the President of the United States.

It goes directly to the issue that most Americans care about. It is too hard to find a job. What this process showed was that Republicans and Democrats were able to take the nearly \$10 billion that we currently spend on job training to give Governors the flexibility to help people develop skills and match job seekers with good jobs in their communities. I remember our former Democratic Governor from Tennessee told me that when he came into office, he threw up his hands when he found out about the \$145 million that came to Tennessee through the Workforce Investment Act because it was too complicated.

Senator MURRAY, Senator ISAKSON, and others have worked together with Chairman KLINE in the House, and they produced a law that will be signed today. The Senate is far from functioning the way it ought to. There is too much talent in the Senate and too many pressing problems in the country for us to be anywhere close to satisfied with the result we are getting. But the committee upon which the Senator from Washington and I serve has done a pretty good job in this Congress. We reported to the Senate 20 pieces of legislation; 18 of them have passed the Senate, and 14 of them have been signed into law.

That may be more than the entire Senate put together.

The point is, those are big pieces of legislation. One is the jobs bill. That is the issue we care about more than any other.

Another was the track-and-trace legislation which makes medicines safer for 4 billion prescriptions. Senator BURR and Senator MIKULSKI worked on that.

Another was on compounding pharmacies. It was a terrible problem where we had tainted, sterile injections not being sterile and causing people to catch meningitis and die.

Last year another was the student loan program, where we took all the new loans—that is \$100 billion a year—and put a market-pricing system on top and took it out of the political football stunt category.